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The China Mail

ESTABLISHED 1846

July 1, 1920, Temperature 73

Rainfall 0.47 inch.

Humidity 84

July 1, 1919, Temperature 84

No. 17,991.

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HONGKONG, THURSDAY, JULY 1, 1920

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EARLIER TELEGRAMS

(Reuter's Service to the China Mail.)
DEMOCRATIC CONVENTION.

SAN FRANCISCO, June 28th.
At the opening of the Democratic Convention, Mr. Homer Cummings, the temporary Chairman, referred to the League of Nations Covenant as "the Monroe Doctrine of the World." He denounced the Senate's rejection of the Peace Treaty, and declared that the Republican platform was reactionary and provincial, filled with slanders and vague promises, and not containing one really constructive suggestion. He paid tribute to the Government's course of action in war-time, and denounced the attacks on President Wilson which wrecked the President's health and destroyed the world's hope of peace. He declared that the Republican plank in regard to the League of Nations was dishonest, and arraigned the United States for not fulfilling her pledges to Europe. Mr. Cummings exhorted America to support the Democratic Party's policy of peace, disarmament of the world and fraternity.

SAN FRANCISCO, June 28th.
The reports are growing in strength of a bitter split in the Democratic Convention between the Wilsonites and the Bryanites, particularly regarding the League of Nations. The Wilsonites insist on a complete endorsement of President Wilson's policies, while the Bryanites desire to compromise with the Senate regarding the League.

Mr. Love, the National Committee man for Texas, who is regarded as Mr. McAdoo's spokesman, has declared that Mr. McAdoo, if nominated, would accept. He was convinced that Mr. McAdoo will be nominated.

As a result of this statement a movement has been started to unite all delegates favouring Mr. McAdoo's nomination. It is believed that Mr. McAdoo's adherents will await the expected deadlock between the candidatures of Mr. Palmer and Mr. Cox, and then submit Mr. McAdoo as a compromise choice.

SAN FRANCISCO, June 28th.
The "Wet" and the "Dry" as the Democratic Convention outlined their planks.

Mr. Bryan, for the "Drys," vigorously advocated a declaration demanding the enforcement of the Prohibition Law. Mr. Burton, for the "Wets," urged individual liberty and amendment of the law, in order to sanction beverages practically unobjectionable, also an amendment to the Constitution requiring future amendments to the Constitution to be ratified or rejected by a referendum in all the States and throughout the Union.

Many powerful leaders have started a movement to prevent any mention of liquor in the platform. The Illinois delegation rejected a resolution favouring that no reference be made to Prohibition in the platform, and then accepted by 35 votes to 25 a declaration permitting light wines and beer.

Mr. De Valera has arrived in order to fight for the inclusion of the plank in regard to Irish independence in the platform.

COURT OF INTERNATIONAL JUSTICE.

THE HAGUE, June 28th.
The Jurists' Advisory Committee urged that provision should be made so that parties to legal cases may go automatically before the Court of International Justice, and suggested that an immediate international conference should be recommended to the Council of the League of Nations in order to restate the principles of International Law.

It was also decided that the court should be open to all cases needing arbitration, even from States which were not members of the League.

CALIPHATE COMMITTEE'S TREATY.

LONDON, June 28th.
The Times' Bombay correspondent, emphasizing the meaning of the Caliphate Committee's resolution regarding non-cooperation with the Government—passed on June 25th—says that Mr. Gandhi has explained that the first stage is surrender of titles and resignation of honorary posts, and if this is non-effective, the second stage will be resignation of their posts by Government servants.

GERMANY'S TASK.

BERLIN, June 28th.
At the first meeting of the new Reichstag, Herr Fehrenbach, speaking on foreign policy, said that the Germans scarcely recognized the heavy burden of the Versailles Treaty. The German Government had no alternative but to try to fulfil the engagements. Germany must carry out the disarmament and reparation stipulation. If it is not all executed this will not be due to want of goodwill.

Herr Fehrenbach appealed to the mutual confidence of nations to resume the economic development arrested by the war. "We consider," he said, "that it is our principal task to end the fatal reaction resulting from the mistrust of our opponents, and our own failure to carry out the peace conditions, by convincing our former opponents that among the German peoples the dreams of political might or thoughts of revenge had less foundation the more sympathetically they are met. Germany must also convince her opponents that every good German recognizes that the sole rallying cry is to reconstruct in tranquillity what the war has destroyed."

BERLIN, June 28th.
The pastor, Dr. Braun, has been appointed Minister of Labour.

WORLD'S TENNIS CHAMPIONSHIP.

LONDON, June 28th.
At Wimbledon the first round of the World's Tennis Singles Championship was held. It is noteworthy that this is the first occasion on which a Japanese has got so far. To-day he beat Willford (England) by 6-0, 6-1, 6-2.

LONDON, June 28th.
Surrey beat Essex by eight wickets.

NIGHT CLUBS OF LONDON.

THE ENTICING TEMPLES OF TERPSICHOE.

The night clubs of London, now as numerous as those of any capital on the Continent, are invariably associated in the popular mind with Pantagruelistic visions of frivolity, excess, and riotous revelry. They are always conceived as places of piquant possibilities.

Decorous patrons of Streatham still speak of them with bated breath. They are the haunts, it is supposed, of villainy and viciousness, frequented chiefly by the criminal, the blackmailer, and the parasite. Desperate intrigues, it is whispered, are contrived in them.

But the night clubs flourish under false pretences. They have no right to their reputation. It is as fictitious as that of the romantic cowboy and the gunman of the American "movie." They are sheep masquerading as wolves.

The "nefarious lairs of voluptuousness and infamy" are in reality as innocuous as a Brighton tearoom, as lugubrious as a suburban whist drive. One can, it is true, drink and dance and dine in them through the wee hours, but it is a mournful business. The devilish, delicious spirits of carnival is not there.

The savoury table is carefully nurtured in the interest of thousands of bloods who have wild oats to sow and must do something indiscreet. It is for the amateur Bohemian that the lights of London glow until dawn puts out the stars.

These enticing temples of Terpsichore and Bacchus, in which the conventions are disclaimed, have been laid forth by the score to thrill and rock the uninitiated. Any accommodating taxicab driver will take the inquisitive "fare" to night clubs within two minutes of Piccadilly Circus.

THE WITCHING HOUR.

Every night at the witching hour, when the theatres pour forth their throngs and the fashionable restaurants close their doors, thousands of young men and women, and older men and women, venture with spirits into these mysterious retreats of Bohemia and the underworld to enjoy what they might see in almost any restaurant or tea dance at half the price.

Anybody is welcomed to the ordinary night club. The commissionaire will obligingly propose for membership whatever name the casual visitor chooses to give at any time he happens to arrive. The gentleman in the hall with the ill-fitting dress suit will approve the nomination, elect the visitor and accept the membership fee.

The sightseer, if he prefers, can visit the club as a guest. It is no difficult matter to get a member to vouch for him. The gentleman in the hall merely requests that he sign a visitor's slip and pay 5s or 7s. 6d., as the case may be. Then, that gracious personage sends for Gladys, or Gwendoline, or Gina, or Jeanette, who chances to be waiting for a dancing partner to buy her supper.

The girl—Gwendoline we will say—comes gallantly to scribble her name on the visitors' voucher. She escorts him into the dancing and supper rooms.

Gwendoline leads the visitor to a table at the edge of the dancing floor. She demurely acknowledges that she is hungry, and he beckons a waiter, who returns every five minutes to ask what else they are going to have. Occasionally they take the floor and try to keep time to the weird, eccentric melodies of the niggers without getting their feet entangled. The dancers, he observes, writhe through these strange variations of terpsichorean gymnastics with serious, set expressions, as if the jazz were some severe trial which required stern resolution to encounter. "One inflexible performer inadvertently kicks Gwendoline's ankle, provoking a stream of expletives quite too unconventional to be recorded. She calls the clumsy offender something no one could ever mistake him for."

GWENDOLINE'S COMPANION.

The visitor observes regretfully that Gwendoline's complexion and lips and lashes are the kind that can be purchased at any chemist's shop for 5s. 6d. She prattles risqué inanities and confides many fulsome "secrets." She hums little snatches of song between large, strong drinks. She grows enthusiastic about everything; speaks only in superlatives.

The visitor feels uncomfortable; almost bored. But he knows he can't be bored; not really. He is seeing life. He is in a night club—so he is gay. He must be gay. Of course he is! It is rather thrilling— isn't it?—but not so very exciting. Everybody else is sitting around at tables just as he is—just like people do anywhere. This must be a dull night.

His hostess smiles saccharinely, and remarks, by the way, that she

CHINA'S EXPORT TRADE.

ITS ASTONISHING VITALITY.

In the English summary of the recent Report on China's Trade, the Statistical Secretary of the Chinese Maritime Customs gives some sound advice to China. Speaking of China's export trade generally, he says: "To meet her future competitors on equal terms China must reform her present system of inland taxation and improve her internal transport. This, of course, is an old sore, and until this is done and China's traders and producers organize effective measures to check adulteration, they will find themselves unable to compete unless in commodities in which they hold a practical monopoly. Despite the constant complaint of adulteration, it is gratifying, however, to see that the outstanding feature of last year's trade was the astonishing vitality of China's exports. This was in spite of heavy freight charges, high and fluctuating exchange, slowness of mails, and irregularity of cables, and at times lack of tonnage. The export activity was, as we know, largely due to exceptional conditions in Europe and America, and, as the report we quote from points out, it would be rash to count on a continuance of the demand for China's products regardless of price." But it is likely, if the reforms we point to could be instituted, China could easily hold her own; and turn the balance of trade considerably in her favour, says *Finance and Commerce*.

PEKING FROM AN AEROPLANE.

The vivid description by a Chinaman of a flight over Peking provides an interesting illustration of the possibilities of aerial touring.

Those who have never seen Peking from the air have never seen it at its best. The Altar and Temple of Heaven in their groves of cypress trees, are an impressive sight as seen from above. Wonderful also is the panoramic view of the Forbidden City, its go-tiled roofs and frozen lakes glittering in the sunshine. The precision with which the city is laid out is wonderful when one sees it from above, its massive walls, enclosing it from the gaze of all outside but those who venture into the air. At a height of 4,000ft. over Peking huge walls look like tiny loop-holes, men and women become invisible to the naked eye, and the mass of grey-tiled roofs surrounding the Forbidden City looks like a carpet of ashes. Vehicles could just be distinguished—moving dots between the roofs—and a train leaving the Kinkam Station looked absurdly small. Away in the distance the surrounding hills just showed their heads through a soft billow of mist. We have pried into the secrets of Peking. On the ground, miles away, it seems our shadow is running ahead and slightly to one side of us. We are coming down, for we can now see human beings as dots upon the plains, and a squadron of Chinese cavalry crawling like lazy ants across a drill ground.

INVESTIGATION A LA MOD.

Taffy was a Profiteer.
Taffy was a thief.
Taffy went to Wall Street
And raised the price of beef.
I went to Washington,
Taffy, in New York,
Went again to Wall Street
And raised the price of pork.
I started to investigate
This Taffy and his ilk.
But Taffy stayed in Wall Street
And raised the price of milk.
I went to Wall Street
To hear him in his lair
But Taffy handed me a tip
And I'm a millionaire.
—Malcolm La Prade, in N.Y. Post.

had three or four drinks before he came. Her bill was 15s, besides the tip. She is 18s short of the required amount. Would he mind?

She thanks him warmly, and takes both his hands when he says good bye. Any time he wants to come to the club, she assures him; he need only let her know. He can write to her in care of a stationer's shop. She will get him in. She goes to the door with him and bids him good night.

The visitor goes out into the cool, dark street, and home to Clapham Common.

The only thing remarkable about it all is that having gone out to see the life of the underworld, the amateur Bohemian usually goes home imagining that he has really done so.

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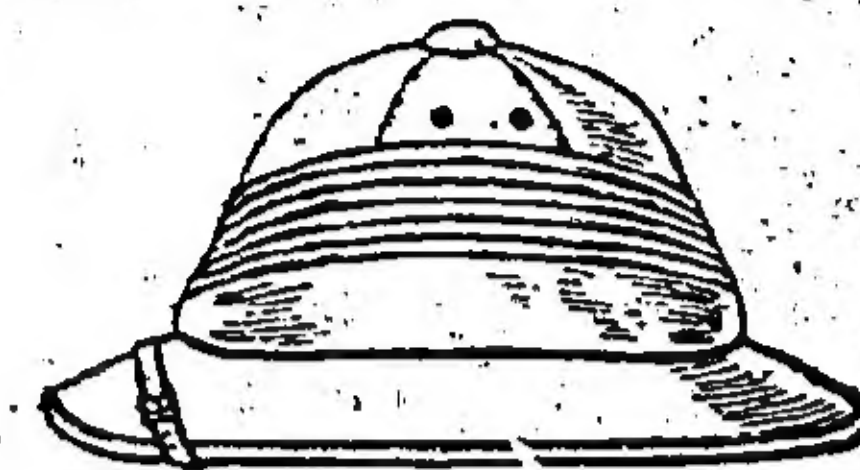
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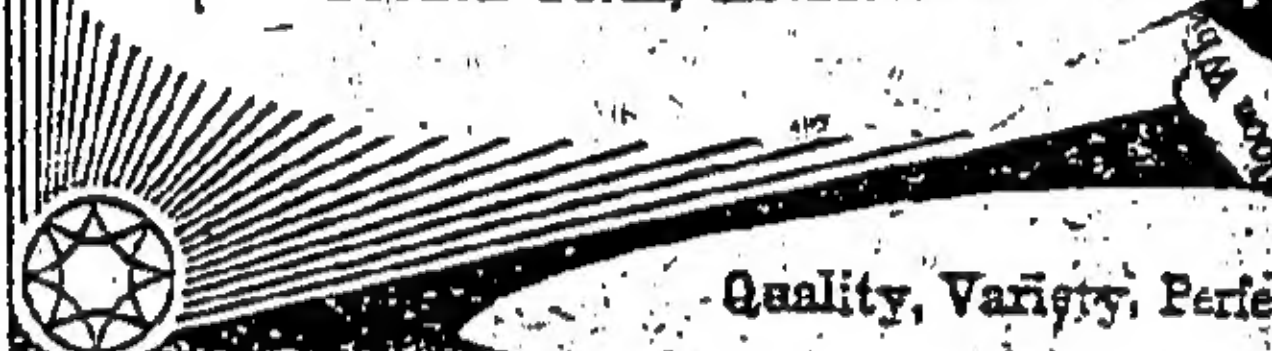
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The China Mail.

THE JUSTICE, PUBLIC SERVICE.

HONGKONG, THURSDAY, JULY 1, 1920.

ADVERSARIA.

Lord Haldane may not be respected by the Man in the Street for his military knowledge; but we may safely assert that he knows more about it than the Man in the Street. He has been jerking at the land defence at Home, and the amount of money wasted on them. "We appeared to rely on the kindness of the enemy just coming at the point where our guns were." Practical soldiers know that this criticism is just. The officers who fuss round and spend money that way know it also; if they know anything; but they believe it is up to them to make a bit of a display. That is why we jeered when the Hongkong Government threatened to crab the progress of local aviation, out of concern for our obsolete and quite useless land defences. Permanent fortifications nowadays rank with the bow and arrow. They constitute a dangerous trap sometimes, and are always a fatal distraction from the real job, which is to meet the enemy wherever he chooses to appear, and defeat him.

Sir Walter Raleigh was a "wonderful" man, many sided, versatile, responsible for our Sea Power, our Tobacco, our Potatoes, and some of our poetry. Here is a little quatrain by him which still holds good: "Tell men of high condition, That rule affairs of state, Their purpose is ambition, Their practice only hate. Wholly gentleman, wholly soldier." Raleigh described himself at his trial, as if a little ashamed of his intellectual attainments. "His letters prove that he was the advocate of a ruthless policy against the Irish; and did not hesitate to recommend assassination as a means of getting rid of his enemies." So writes David Hannay, and if we accept that, as we must, it is a curious commentary on his reputation against other "men of high condition," that they practise

He was not so "wonderful" as much, "wholly gentleman, wholly soldier," that he didn't do well in trade. In 1584, that is a licence for exporting wool-cloths, a lucrative monopoly

which made him very unpopular with the merchants. He also made £2,000 a year in the public house business. He was knighted for tending Queen Elizabeth, a lady whose character we will not discuss, as we are "partly gentleman." While at court, Raleigh took bribes on the strength of his influence. Sentimental writers have called him a great and wise colonist; he merely copied the Spaniards. He was a bit of a company promoter, also. When his Virginia scheme went wrong, and all the colonists quit, he sold out to a company of merchants.

During the great GOT HIMSELF ARMADA year he DESERVED seems to have been what we would nowadays call a "conscientious objector." He helped literature by getting a pension for Spenser, and by writing the Discovery of Guiana, which was a forerunner of the works of De Bougainville, containing much good English prose, twelve per cent. of veracious history, and 88 per cent. of highly interesting lies. Greed, arrogance, and avarice were not generally attributed to our hero. The people of England at that time were remarkably virtuous, just as now, and hardly ever made mistakes. His gallant demeanour throughout a grossly unfair trial for conspiracy against James the First, gained him public sympathy for him. In jail he really began to live, and applied himself to study. He got out at last by gulling the greedy king, got over to America, but hadn't the sense to stay there. Because his attitude toward Spain was that of Cato to Carthage, he became a popular idol, and if the Daily Mail had existed then, his end would have been different. As it was, he lost his head on the last and final occasion when 60 and odd enough to know better. The little verse we quoted at the beginning is the best thing he ever did. It reminds us in some way of another old poem, which we have paraphrased and modernized as follows:

What constitutes the STATE? Not high-raised battlements or laboured mound. Thick wall, or moated gate. Not pinnacles proud, nor futile princes crowned. Not Cabinets of state. No! Men, high-minded men. With powers as far above dull duties as the sun.

In forest, brake, or den, As beasts excel cold rocks and brawling rills; Men who their duties know,

But know their rights: and knowing, dare maintain; Prevent the long-aimed blow; And crush the tyrant, while they rend the chain— These constitute the State.

Thaze a longa, longa now it trile avoindin-Intersounes, the lan dove ma dreams, Whey the noy tin giles are singing End a pile moon beams. Thaze a longa longa noy toff witing Until my dream zawl come true, Till the toym when I'll be ga wing Down that longa longa trile with you.

In the "Dictionary of Abstractions," which is to be the Adversarian's *mon-um opus*, the author has got as far as volume D, and the chapter on "Determination" is causing a lot of trouble. The subject has so many facets, and involves so many cross references as to be indeterminate. An indeterminate chapter on determination would be absurd. The word itself indicates a clearly foreseen end, a clean finish, a definite boundary. In another sense it brings in the idea of will, yet "determination" makes free will wash-out. Francis Hutcheson's quaint terminology speaks of "any determination of our minds to receive ideas indifferently on our will." To one thinking of a determination as an intention, a voluntary plan, that would seem a contradiction in terms. To understand his purport we must think of determination as tendency, bent, bias. In that way we are led to philosophic determinism, which was no part of his teaching. If, as Hutcheson thought, man has moral intuitions, of what use are will and reason? Hobbes was a more lucid thinker, and on this point even the old-fashioned Locke seems to have got closer to true psychology, when he said we are free to act as we will, but not to will as we will. One will, in effect, are determined. No man makes his will; the will makes the man.

The Scots call frogs FUDDOCKS, padlocks or padlocks, or a sound midway between. The derivation is uncertain, but the idea of a soft cushion or pad is involved. The cushiony feet of cats and canines, etc., are called pads. Conifer trunks, to "pad the hood." In fox hunting the pad is the entire paw. We have also "footpad." In low German a pad is a path. The word paddock used of the grassy enclosure near a race course, or of a small piece of pasture land, is a distortion of the old English noun *peardoc* (parrot) from which comes quite plainly our word park. How the word got into the combination writing-pad is not easily guessable, since there we have the antithesis of the cushion idea. Probably padding was originally padding. It still is, unless we refer to the Yorkshire pudding at the Hongkong Hotel grill. That's perfect. Had some yesterday.

The Dago poet who NOT BY wrote that piece about a doll's chair being far high empty, meaning that doing nothing is sweet, never knew "the empty dreariness of the dog days in Hongkong. P.C. A369 was aware of it, and the awareness of Bill Gimblett, chief reporter for the China Mail, was several sizes larger. These two were close friends, so close that the educated fellows with private entries and in good standing at the best Lodge referred to them as Damon and Python, when they referred to them at all, which wasn't frequent. This intimacy was queer, because Bill Gimblett the reporter always felt that he could show the best policeman how to be a policeman, and P.C. A369 hadn't the slightest doubt that he could write rings round the China Mail's best man. His official reports, even after being sub-edited by the station inspector, contained literary passages so striking that the C.S.P.'s eyebrows used to push his tope up a inch higher when he read them. The one in which he reported his failure to find any clue to the jewel robbers ended like this: "So that in the fullness of time it is my ambition to lay these malefactors by the heels, a consummation devoutly to be wished." Gimblett had an idea that they weren't all malefactors; he suspected there was a woman in it.

They stood in the shade of the clock tower in Pedder street, too thirsty to cross the road for a drink, both bored so stiff that if they had bent they'd have cracked. Each had looked the usual question, and the lips of each had formed the usual phrase, "Nothing doing." Gloom surrounded them like spongers round a drunken man at a bar. It was suicide weather. P.C. A369 had a revolver, but no resolution. Gimblett had the resolution, but no revolver. It will never be known who made the first suggestion, because Damon and Python are no longer friends. P.C. Python has left the Force, and Gimblett left a lot of unpaid debts. Both are gone like the snows of yesterday.

It seems, after all the evidence is carefully collected, somewhat elongated, accreted, and artistically

tinted, after the manner of the Courts, that suicide was actually mooted as a solution of their unbearable dispositions, and that one suggested (probably Gimblett) a better way. It was certainly Gimblett who reminded P.C. A369 that he had a ripsy antipathy for a certain superior officer, and the decision to shoot-up that officer in spectacular circumstances was come to. "You'll get relief," said Gimblett, "and the China Mail will get a fine story. Pull it off about 2.30, when he comes this way, and I'll be on watch in the upstairs billiard-room, and give you all the glory." Such was Gimblett, a budding Harmsworth.

This plan envisaged them sufficiently to divagate in Thomas's bar, where it was agreed to tank up. P.C. A369 calculated to be ripe by two o'clock, but alas! It takes longer than that for a policeman to get properly drunk. At three o'clock, Gimblett, watching from the verandah of the Hongkong Hotel billiard room, came to the conclusion that his friend had changed his mind, or faked the job, or got too drunk to remember it. He hurried to the China Mail office to cancel some preliminary headlines that he had prepared, cursing all policemen as he went. About 7 p.m., the faithful police officer, a man of his word, if a little on the imprudent side, enlivened the tedium of Pedder Street by shooting it up. Everybody enjoyed it except about ninety-eight per cent. who took cover. Some of the coolies are believed to be running yet, especially the one who got a bullet in the only place where he could be called fat. After singing all the verses he knew of "Greenland's icy mountains," emptying his magazine, and failing to climb the clocktower, P.C. A369 was led away by two colleagues, weeping, and demanding to be told where dear old Gimblett had got to.

That is how the loving partnership heretofore subsisting between the said parties, Damon and Python, came to be dissolved, because the morning papers got the story, the policeman got the sack, and Gimblett got fed up. As Miguel de Cervantes says in his classic "Moll Flanders," "Such is life."

A Jewish Mission is proceeding to Australasia, India, and the Far East with the object of explaining to all Jewish communities the significance of the Peace Conference's decision concerning Palestine. Before seizing the Chinese gunboats the Japanese should remember the "Silesia affair." China may not have much of a navy or many well trained soldiers, but she has a powerful amount of "economic pressure," remarks the North China Star.

LOCAL AND GENERAL.

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Since the appearance of cholera in Kobe the authorities are leaving no stone unturned to stamp out the disease and to prevent the further spread of the epidemic. Since the first case was discovered, 40 cases have been reported and there have been several deaths.

A Harbin message states that a court martial at Cilita has condemned to death an officer of the old Imperial Guards, named Colonel Romanoff. It is alleged that the prisoner frequently attempted to deceive the passport population by representing that he was a near relative of the late Tsar.

A Straits paper says: Hongkong householders will shudder to hear that there is an efflux of potential landlords from Haiphong to that Colony. It seems that the French Government has introduced legislation to restrict rents and prevent profiteering, and in consequence Chinese property owners in Haiphong are selling and propose to come to Hongkong and speculate.

In one part of the world, at least, the housing problem is being settled. It is in the frozen lands around Behring Sea. The Eskimos lost so much time rebuilding their snow huts that the United States Government have sent engineers thither to erect igloos of concrete. The Eskimos, however, insist that their concrete dwellings shall be exactly the same shape as their snow habitations, although their new homes have the advantage of fireplace and chimney, which their snowhouses lacked.

The United States destroyer, "Rizal," recently arrived at Shanghai from Chefoo and after taking on fuel oil proceeded up the river to Hankow and other ports above. There is a report that four more are expected in a few days and will be sent up the river also. The trouble between the various outfits of Chinese soldiers is greater than perhaps we can tell and to a man up in the "crow's nest" it looks as if another revolution is on the way and that shipping at least is in danger of interference. As it is, the trouble has caused quite a stop to the shipping of cargo especially from Chansha and Changchun.

SPECIAL CABLES.

THE JUNE SETTLEMENT.

EXCEEDS ITS PREDECESSORS.

[China Mail Special.]

SHANGHAI, June 30. The June settlement has passed through, exceeding in magnitude its predecessors.

A HIDEOUS CRIME.

GRUESOME DISCOVERY AT SHANGHAI.

[China Mail Special.]

SHANGHAI, June 30. The police have discovered a human arm floating near the water's edge near the public gardens. It is surmised that the victim was a refined woman. The probabilities indicate a hideous crime.

SHANGHAI PEACE CONFERENCE.

SITUATION OBSCURE.

[China Mail Special.]

SHANGHAI, June 30. There is no immediate prospect of the resumption of the peace conference. Chang Tso-lin is intriguing for the downfall of Wang Tsang-tang Shao-yi is refusing to recognise any charge of delegate. The situation is obscure.

A COOL THIEF.

GETS HIS DESERTS.

A Chinese youth was charged at the Magistracy yesterday afternoon with the theft of a quantity of jewellery and money, valued at \$200 from a woman living at No. 14 Seymour Road. He pleaded "guilty."

Mr. A. el Arculli who appeared for the prosecution said that the accused was formerly employed by the complainant. On June 16, some days after his dismissal, he visited the house after having previously ascertained that the inmates had gone out. Entering the complainant's room, he broke open a cash box and removed the jewellery and money which formed the subject of the charge. After packing the jewellery into two parcels, he coolly ordered the new house boy to take them out of the house, volunteering the statement that he had permission from the complainant to take them away. He did not say anything about the contents of the parcels to the boy. When the complainant returned home and found her property missing, she naturally suspected the house boy. From information given by the boy, the complainant, suspected the accused and communicated with the Police. The accused was arrested two days later.

Mr. Smith passed sentence of one month's imprisonment with hard labour.

Mr. Arculli reminded the Magistrate that the section under which the accused was charged provided for a much longer term of imprisonment. He did not think the sentence passed met the case, having consideration for the circumstances under which the theft was made, and the fact that the major part of the stolen jewellery had not been recovered. He pressed for a heavier sentence.

The Magistrate altered the sentence to one of three months' hard labour.

DEATH AT SEA.

MRS. NEIL MACARTHUR.

It is with much regret that we have to announce the death, at sea, on June 23, of Mrs. MacArthur, wife of Mr. Neil MacArthur of the Taikoo Dock Company. Mrs. MacArthur sailed for home, apparently in good health, by the s.s. "Novara" on May 28, accompanied by her husband and their son and daughter.

There is no information as to the cause of her death, but it appears from the meagre details to hand, that the deceased lady became ill soon after the ship left Bombay on June 21, and death occurred on board two days from port. Her remains were buried at sea, after an impressive service.

We join their many friends here in extending the deepest sympathy to the bereaved husband and family.

At Hongkong recently, says the Shanghai Gazette, a man who held a river mate's certificate shipped on a vessel as third officer and on going outside the master laid the course and informed the third mate to keep her. El/25, whereon this officer (?) said, "I am very sorry Captain but that is the one thing that I do not know, the compass." WOW! The new type of sailor is certainly a fresh water man indeed. He would get lost on the Bund on a dark night.

"FUTURE OF SHI-PING."

CONTROLLER AND FREEDOM.

LORD INCHCAPE ON BOLSHEVIST PERIL.

Shipping required supervision from the Government, but nothing more, declared Sir Joseph Maclay (the Shipping Controller) at the dinner of the Chamber of Shipping of the United Kingdom held last month at the Guildhall.

Lord Inchcape, responding to the toast of the Shipping Industry, proposed by Lord Summer, predicted that the Blue Book would go down to posterity as a historic document. This was particularly a time (he continued) when we should all hold together. The war against Germany was over—whether in the form of bureaucrats, who think they have a providential mission to run our businesses for us, or in the form of revolutionaries, who think they can incite the great, kindly, sensible mass of our working people to hold up Britain as Germany tried to hold up Europe—had little more than begun. We had shown in the past five years that we could beat off the peril from without. We had now to show that we could confront the peril from within with equal power and resolution. A State could be laid low just as effectively by wrong ideas as by an invading army. There was no agency of destruction known to chemists that is half as formidable as the T.N.T. of bad economics. Russia was what she is to-day because she was following false theories of the uses and functions of capital. Well, we had our Bolsheviks, our "Reds," our disciples of Karl Marx over here—men who had really persuaded themselves that the nation would be better off if the capitalist basis of society were violently overthrown. The most active propaganda going on in this country at the moment was directed towards reproducing in Great Britain all the conditions of the Russian chaos.

TIME FOR ACTION.

He had not the least intention of advocating that they and their doctrines should be forcibly suppressed. But he did think they should be opposed. The time had gone by when Capital could afford to be dumb and let the case go against it by default. Our leaders in politics, and education, and industry could not be better employed than in hammering home the bedrock truths that without law and order, without capital and direction, without skill and thrift labour alone could barely support the savage's standard of life; that capital was simply the surplus, savings set aside to produce more wealth; and that to consume it instead of conserving it was the quickest of all roads to ruin. Were there not a few gentlemen in the neighbourhood of Whitehall who had still to learn this lesson? False gospels, unhappily, had no fixed limits either of geography or of class, and some of the policies, some of the schemes of taxation that emanated today from the centre of government seemed to him, as a business man, to rest on a very questionable basis.

APPROACHING A CRISIS.

The excess profit duty was to be raised from 40 per cent. to 60 per cent., and we must grin and bear it, for the current year at any rate. A stockbroker friend told him the other day that he had been looking into his accounts, and found that he had reached his datum line, and that now out of every £10 he might make for the rest of the year taxation would leave him with only 9s. He said that wasn't good enough, and he was off for a long holiday. We should soon be passing through some difficult times. When one found capital and credit drying up, Labour receiving a maximum wage in return for anything but a maximum output, transport disorganized, and prices and wages engaged in a perpetual game of leap-frog, it was certain that matters were nearing a crisis, a sort of deadlock, a condition, as it were, of stalemate, that would tax our powers of commercial statesmanship to the utmost.

ECONOMY AND FREEDOM.

There were only two ways out of the industrial and financial *cal-de-sac* which confronted us. One was economy. We were tackling our financial problem at the wrong end. We ought to see what our income was, and budget for an expenditure not to exceed it, instead of which we went on voting expenditure, and then had to impose taxation to meet it. The Government in the past few years had often rationed us. Let the Government now ration itself. He felt very strongly that there was nothing this country needed more than revival of the old Gladstonian conscience in regard to the spending of public money. And next to economy, and as an inseparable part of it, he placed freedom as one of the conditions of our recovery. He meant by that the freedom of capital and enterprise to push ahead unhampered by official restrictions.

CAN YOU AFFORD THE RISK?

WERE you ever seized with a severe attack of cramp or cholera or diarrhoea without a bottle of Chamberlain's Colic and Diarrhoea Remedy in the house? Don't take such risks. A dose or two will save you before a doctor could possibly be called, and it never fails even in the most severe and dangerous cases. For sale by all Chemists and Storekeepers.

BRITAIN'S DECLINING COAL EXPORTS.

UNITED STATES CAPTURING MARKETS.

The increasing export of American coal to Europe and South America, and the inroads which it may permanently make into our markets, is causing the greatest anxiety amongst those who realise how seriously the tendency threatens the national interests says the *Journal of Commerce*.

"If there is no reduction in the upward trend of coal-raising costs in this country," said Sir Thomas Watson, the well-known Cardiff coal-owner to a Press representative "there is a very real danger that we may lose a large proportion of our coal exports to foreign countries. That is a possibility which affects not alone a few coal-owners; it menaces the prosperity and well-being of the whole community. It is not only a question of the country standing to lose in the future the large sums of money received from other countries for our coal; the economic position of an important part of our Mercantile Marine would be adversely affected by any large and permanent diminution of coal exports. Put briefly, a ship that brings food or other necessities of life to the United Kingdom earns the cost of the outward voyage by carrying coal. If there is no coal to carry she has to go out in ballast, and the goods she brings back have to bear the cost of the whole round voyage."

Sir Thomas Watson proceeded to outline the serious situation in which the coal export trade of this country is confronted by reason of American competition. "Compare," he said, "the annual rates of exports to Europe of ourselves and the United States before and after the war. In 1913 we supplied this market with 58,458,000 tons, while the Americans sent only 475,600 tons. Towards the end of 1919 the figures were at the rate of 27,468,000 and 12,713,000 respectively. In other words, our exports to Europe fell to less than half, and the American increased by more than 26 times. This increase is all the more remarkable when we see that it is entirely a post-war effort; the American export to Europe in 1918 being a negligible quantity of 10,000 tons.

"To turn to the comparative export figures to the Mediterranean," he continued. These, of course, are not put included under those for Europe which I have just given. If they show a less rapid advance on the United States they reveal a steeper decline on ours. To this market we exported 20,667,000 tons in 1913; 9,765,000 in 1918, and at a rate of only 7,576,000 per annum towards the end of 1919. For corresponding periods the American figures are 429,000, 10,000, and 5,840,000 tons.

"For British coal delivered in Mediterranean ports the present price is about 175s per ton; for American, about 150s. The significance of this comparison is enhanced when it is remembered that a vessel from the United States has to steam fully two thousand miles more than one from England before reaching the Straits of Gibraltar.

"In the South American market, it is not a question of a relative decline of our exports; the lion's share has actually been wrested from us by the United States. In 1913 our figure was 6,893,000 tons against 445,000; 1918, 341,000 against 1,267,000; and in 1919, 903,000 against 2,216,000 tons."

Dealing next with the situation in the form it may be expected to assume in the future Sir Thomas Watson gave his estimate of prices for unscreened coal so far as the Mediterranean is concerned.

"After deflation of export prices and freights," he said, "I believe a South Wales mixture of large and small coal corresponding to American 'Run of Mine' cannot stand at less than 45s per ton f.o.b. American coal can probably be sold at 25s f.o.b. Freight to Mediterranean may sink to 20s from the United Kingdom and 30s from the States, giving comparative prices of 65s for British coal and 55s for American coal. So long as these conditions obtain we cannot, of course, expect to recover our pre-eminent position in the coal export trade."

"Figures are available which show that U.S. competition is being vigorously pushed. From Hampton Roads, for instance, the exports for the week ending April 17 amounted to no less than 280,181 tons, compared with a weekly average of 150,000 tons in the past few months. Prices stand at about eight to nine dollars per ton. About a quarter went to South America and Cuba, and the remainder to Europe. From April 8 to April 14 last more than 84,000 tons to Europe. It is even reported that a large steamer has been chartered to carry a cargo of coal from Australia to Scandinavia on a voyage of 12,000 miles.

"The menace to our coal export trade," Sir Thomas Watson concluded, "can be met only by a higher output at a lower cost."

UP COUNTRY NOTES.

["China Mail" Correspondent.]

SHUICHOW, June 29.

With the departure of the Yunnan troops at the end of March the Military School established for them here was disbanded, and for two months the buildings and grounds of this institution were unoccupied. But at the beginning of June there was a new school opened in the old premises, this time the foundation being arranged for by the new Shuichow official, Shun Hsing-ping. The soldiers who have accompanied him, and the new set of students at the Military School can in no respect compare with the Yunnanese. They are dirty, slovenly and rough to a degree. The former Military School students were mostly men of respectable standing, and many were really gentlemen, but that does not hold of the new men. Nor is this state of affairs surprising, when it is considered that the chief official himself is an ex-robber-chief: not only is it so, but he openly boasts of it. He can neither read nor write, and must rely on assistants for all matters involving correspondence, or the issuing of public notices. The present rule here is summed up by the long-suffering populace by saying "there is not a decent man anywhere in any yamen." With such a head and such leadership what but a rabble of troops is to be expected? The other day an acquaintance of the writer's was travelling in the train, and found one carriage full of robbers: it turned out that some of the soldiers had been out in the country to try and suppress the brigands, and had persuaded them that it was a much better thing to come out in the open and become soldiers, and so were escorting them to the place of enlistment!

The Railway line (The Canton-Hankow Rly.) has again been in difficulties, this time from the weather. Recent rains have been heavy and washed away part of the line south of Yingtak, so preventing communication with Canton for a few days. The public telegraph came to grief at the same time.

For a long time it has been known that this railway was finding it hard to pay its way, but within the past weeks the stories of impending bankruptcy have been increasing in strength and detail. It is well known that the shares, of nominal value five dollars, are not worth one dollar, and have but a limited market at that price. The upkeep of the line is fairly expensive, but the receipts are sufficient to pay expenses and a dividend, if only the officials would keep their hands off. That is the chief trouble. First one and then another sends along for a "loan" and all the time Military Government at Canton makes its huge monthly demands. There seems "very real possibility of the line coming to an end financially, and that at a not distant date. When that comes about it is to be hoped that some foreign influence will be able to take hold and run the concern—foreign rather than Chinese, for the simple reason that it is only foreign influence that will be secure from the unjust exaction of the corrupt officials. For China's sake one wishes it were possible that Chinese business men could and would take over the railway and manage it properly, but with the present lawless rulers in office, who do not hesitate to make any demand they like, and back it up with threat of death-penalty in case of non-compliance, that is hardly to be hoped for. The present railway administration is far from perfect, the line is not well kept, and the rolling stock is indescribably filthy, but when the mandarins are thus perpetually squeezing, one feels inclined to make some allowance for the management, for economising in any way they can. When actually travelling, however, one is up against their "economies", and feels less inclined to forbear!

AN INTERESTING CARGO.

The following cargo was shipped on the P. & O. s.s. "Karnala" (Mackinnon, Mackenzie & Co., Agents) which left Hongkong on June 29—

For London—25 bales of raw silk, 34 bales of waste silk, 700 cases of cane pins, 120 packages of rattanware, 77 cases of chinaware, 3 cases of bamboo, 1 case of silks, 100 bales of cases without roots, 1 case of personal effects, 25 cases of Cassia oil, 180 packages of hoops and staves, 500 slabs of tin and 1 case of embroidered grass cloth.

For Manchester—1 case of silks. For Antwerp—1 case of silks. For Marseilles—100 cases of chinaware, 4 cases of silks, 10 bales of raw silk, 6,000 bags of Saigon long rice, 100 cases of Cassia, 100 cases of Star aniseed, 12 bales of raw human hair, 20 cases of raw human hair, 30 rolls of matting, 1 case of samples and 7 cases of merchandise.

For Lyons—125 bales of raw silk.

For Gibraltar—1 case of silk goods, and 2 cases of Pongee silk.

For Malta—1 case of bone ivoryware.

For Port Said—10 bales of split rattan, 2 cases of glass bangles, 1 case of silk goods, 4,000 bags of wheat flour, and 21 rolls of matting.

SPORT.

LAWN BOWLS.

On Saturday last the Tai Koo Club met the Civil Service Club in their first League match on the former's ground.

The Tai Koo Club were up on all three rinks, winning by the substantial majority of 52 points.

The scores were—

TAKOO.		CIVIL SERVICE.	
Muirhead	Blake	Pathejohn	(Skip) 8
McLeod	Tanglay	Tacchi	(Skip) 15
Drummond	Bacon	Foulds	(Skip) 11
Grimshaw	Allan	Fincher	(Skip) 38
Weir	(Skip) 27	(Skip) 31	
Sloan			
Perry			
Hamilton			
O'Brien			
Young			
Morrison			
McLachlan			
(Skip) 38		(Skip) 11	
Total 86		Total 34	

On Saturday next the Civil Service play the Police and the Kowloon B. C. Club meet the Kowloon Cricket Club. Both games will be on the green of the first named Club.

FOURTH OF JULY.

LOCAL CELEBRATION.

The Fourth of July this year falls on Sunday, but the legal observance of this American National Holiday has been set in the United States for Monday, July 5th. Accordingly the American community in Hongkong are arranging to observe Monday, July 5th, as their national holiday this year.

Arrangements have been made by local Americans to hold a reception at the Hongkong Hotel between the hours of 4 and 6 p.m. on Monday, July 5th, when local American residents will be at home to their friends. No formal or written invitations have been issued, but such friends of other nationalities as may care to be present will be cordially welcome.

The Hongkong Hotel has in hand the matter of arrangements. Mr. Leighton Hope, who is in charge of the American Consulate, has appointed a committee of Americans consisting of Messrs. C. H. Ritter, D. H. Cameron and I. Geare, to make the necessary arrangements for the observance of this day.

KINDNESS TO STRANGERS.

IGNORANT CHINESE DUMB-FOUNDED.

A Hakka Chinese, apparently an immigrant, was this morning found by the Police lying outside the Harbour Office, very ill. He was removed to the Central Police Station by ambulance and later transferred to the Government Civil Hospital.

According to the man, he came here to find work, but took ill soon after his arrival in the Colony. His a. ment prevented him from working and he had been wandering about Chinatown living on alms and sleeping in the streets. He did not have money to get medical attendance, or to buy medicine, and was "mighty glad" when he was informed that he would be taken to the hospital where he would receive attention and be nursed back to health free of charge.

He could not believe that people could be so kind to strangers!

LOCAL AND GENERAL.

The P.M.S.S. Co's.s.s. "Colombia" left Shanghai on June 25 for Manila, and may be expected here on or about July 6.

The P.M.S.S. Co's.s.s. "Colombia" arrived at Shanghai on June 24, and discharged 200 bags of mail and bullion worth \$1,500,000 (gold).

The first local warning of the year was given yesterday when the black drum signal was hoisted at the Observatory, indicating a possible gale from the east.

The T. K. K. announce that the s.s. "Kaisho Maru" will take the place of the s.s. "Kiyo Maru," which recently met with an accident in Yokohama. The "Kaisho Maru" is a cargo vessel of 10,000 tonspace. She is expected to arrive here on July 13 to load for San Francisco.

The American Consulate General received the following typhoon warning from the Manila Observatory at 7:30 p.m. on June 30—Typhoon in about 116° Long. E. and 15° Lat. N. almost stationary. The telegram quoted below was received from the Manila Observatory at 10 a.m. July 1, 1920. Cyclone, or typhoon over N. China Sea moving W. N. W.

PRINCESS SEEKS WORK.

A TRAGIC STORY.

For a Magistrate to rise from his chair, and with reverential bow dismiss a woman defendant would in any other circumstances give a touch of burlesque to judicial proceedings, but in the case which has just come to notice this graceful act added dignity to the tragedy of a Princess.

Princess Zernaikoff, related to the royal but tragic house of Romanoff, appeared before the Tribunal at Vevey, Switzerland, to answer a summons for debt obtained by a Swiss hotel keeper.

Princess Zernaikoff is a beautiful girl of twenty-four years of age. She is fair-haired, with wide-open, questioning eyes of a blue so deep as to be almost purple.

When she appeared before the Tribunal she was dressed in a simple black frock, trimmed with black lace. Her voice was soft and appealing. The charge against her was one of amazing debts at the hotel amounting to \$200, which she was unable to pay. She went upon the witness stand and said:

"My father held a very responsible position in Russia. I know nothing about politics. All I know is that we were very happy in our beautiful home just outside Moscow. There was my father and mother, my two elder brothers, and myself."

Then there came the second revolution, when the extremists took over the government.

"The next morning, disguised as peasants, we left our beautiful home with Ivan Nonanovich as guide. Our party was intercepted by a band of extremists who regarded us very suspiciously."

"My father was taken into close custody, and, without bothering to discover his real identity, he was kept in prison."

"We lay in prison just outside Petrograd for three months, and my mother died from the shock of seeing my father and brothers killed. I lived on, wretched, hoping for death."

"One day we had a new jailer. He was younger and seemed more kindly than the last one. He seemed to take a great deal of interest in me, and one day expressed his regret that I should have to suffer so much when, as far as he could judge, I had never done harm to any living soul. He told me he would help me to escape, and shortly after he smuggled me out of prison at night and passed me over to a cousin of his, who hid me in a cart containing garden produce."

"So I made my way to friends living in Petrograd. I obtained a passport which enabled me to leave Russia. I came to Geneva friendless, and with very little money left after having bribed the various officials whose hands I had to pass through."

"I was alone in the world. A princess in name, but with nothing left to distinguish me from any other penniless woman, except my inability to do work of any particular useful character. Yet I had to live. I decided that the most suitable thing was to sink my identity forever and obtain a position as a lady's maid or lady's companion."

"I answered several advertisements, and was given appointments to see the persons whom I hoped would become my employer. In each of these cases my application failed because, it was explained to me, I was too beautiful to be received in the house as employee. Then I tried to obtain a situation as a domestic servant, and once again I was asked to interview my possible mistress. I never explained who I was. I just again in the ordinary way. But here again I was refused. I was told I was too beautiful to work in the kitchen. I began to wish I were ugly, or at least plain, but it was useless."

"At last I came to Vevey, and stayed at this hotel, hoping to get into communication with some friends who would help me. I am expecting a remittance from Russia when I shall be able to pay my debts. Until then I can do nothing. I never thought I should have to work and yet I am so very willing, but nobody will employ me."

A SHANGHAI CRISIS.

We are living in strange times, remarks Lloyd's Weekly. This week I was assured that a banking organisation had lost millions, that managers of reputable firms had suddenly sought out jobs for themselves, that establishments figuring on every sheet in the Settlement were at their last gasp. All this, and more. Even a British house, of long-standing repute, had been recognised as a victim of the vulnerable heel. There is a vast amount of talk and a vast amount of speculation—but, whatever happens because of the fall in exchange, the turmoil in industrial circles, the refusal of Chinese buyers to "take up" goods, I will not and shall not believe that steady, steady John Bull has been caught napping in any financial crisis which may affect this former British Settlement of 1911.

NEW SERVICE VESSEL.

LAUNCHED AT KOWLOON.

A steel vessel, built to the order of the British Admiralty, was launched yesterday morning from the yard of W. S. Bailey & Co., Ltd.

The vessel is 135 feet long by 32 feet beam, by 10 feet 3 in. depth, and will carry 500 tons of oil in bulk, acting as a service vessel for bunkering the warships in the Harbour.

The vessel is very strongly built and subdivided by oil tight centre and transverse bulkheads, and equipped with a complete steam pumping plant for the rapid handling of oil fuel on the most modern system.

HUMPHREY BISHOP CO.

PANTOMIME TO-NIGHT.

Last night the Humphrey Bishop Co., which has firmly established itself in the favour of Hongkong theatre-goers, played to another big audience, whose keen appreciation was manifest in repeated rounds of applause.

To-night the company will play pantomime in novel form. "Ali Baba," the piece selected, should be more than usually interesting, as the company has had the unique experience of producing it in Bagdad, where the scene of the pantomime is laid, and have adopted the settings and costumes from the original.

A large attendance is expected at the Theatre Royal to-night.

MOCK MARRIAGE AT SEA.

MAY FAIL TO BE JEST.

Miss Marian F. Ayer, member of the Bureau of Education of Manila, and M. S. Brownell, mining man of China and New York, were "bride" and "bridegroom" at a mock marriage aboard the steamship "Persia Maru" during the voyage from the Orient, and when the vessel arrived at San Francisco learned that their jest may prove serious. It was rumoured that Miss Ayer is en route to her home in San Antonio, Tex., to become the bride of an old sweetheart. She was told it might be well to investigate the legal status of the mock marriage, and it is said an annulment may be necessary, as a real person officiated.

COLOMBO BANK VICTIMISED.

The Criminal Investigation Department of Colombo are enquiring into a case where a Colombo bank has been victimised to the extent of approximately \$200,000 in respect of the value of goods. The party, who is said to be a trader, has absconded to India, taking with him several packages of goods. The Police have supplied all details to the Indian police, and the latter are keeping a sharp look out for the man. As soon as he is arrested a police escort will be sent to bring him back. The fraud has been perpetrated through the bank by deceiving one of its trusted officers.

WORLD-WIDE PROHIBITION.

"PUSSYFOOT'S" DREAMS.

"Pussyfoot" Johnson, in an address under the auspices of the Y.M.C.A., endeavoured to forecast that England would be "dry" within 10 years. He said that one-third of the nations of Europe were now nearer prohibition than the United States had been 10 years ago. Prohibition was one of the first Bills which the prospective Irish Parliament would pass, he predicted, and India was on the verge of prohibition, having 200 prohibition organisations.

TO-DAY'S ADVERTISEMENTS.

NOTICE.

WE have admitted MR. WILLIAM EDWARD LEONARD SHENTON, a partner in our Firm as from TO-DAY.

DEACON, LOOKER, DEACON & HARSTON. Hongkong, July 1, 1920.

NOTICE.

THE interest and responsibility of MR. HERBERT WILLIAM LOOKER, in our Firm ceased on the 30th June 1920.

DEACON, LOOKER, DEACON & HARSTON. Hongkong, July 1, 1920.

TO LET OR FOR SALE.

GLENSHIEL No. 141, The Peak, near Barker Road Tram Station, and on the island of Davis, Alexander

TO-DAY'S ADVERTISEMENTS.

NOTICE.

WE are vacating our present premises on July 31st, and removing temporarily to No. 19, Le Horne Street (next to Lee Cheong, photographer). In order to avoid, as much as possible, the repacking for removal of the stocks at present displayed, we are offering for a few weeks only Smoking Requisites, Cigars and Egyptian Cigarettes, Virginia Cigarettes and Tobacco at reductions of 15 per cent., 10 per cent.; and 5 per cent. respectively.

TABACQUERIA FILIPINA, 10, Des Voeux Road, Central, Telephone 3559. Hongkong, July 1, 1920.

NOTICE TO SHIPPERS.

THE TOYO KISEN KAISHA have pleasure in announcing that a substitute steamer has been assigned to replace the "KIYO MARU" which met with an accident in Yokohama a few weeks ago in the name of the "KAISHO MARU" a cargo vessel of 8600 tons deadweight capacity and 10000 tons space. There are no passenger accommodations on this steamer.

The "KAISHO MARU" will arrive Hongkong July 12th and after discharge of her cargo, will begin loading (date to be announced later) and expect to despatch her from Hongkong July 20th via Nagasaki, Kobe and Yokohama thence direct to San Francisco, omitting Honolulu and Hilo. From San Francisco she will omit Los Angeles and Salina Cruz and proceed to usual ports of call.

Further particulars may be obtained by applying to the undersigned.

Y. TSUTSUMI, Manager, TOYO KISEN KAISHA, King's Bldg., Hongkong, July 1, 1920.

STRUTHERS AND DIXON, INC.

NOTICE TO CONSIGNEES.

From SEATTLE.

THE Steamship

"ARCTURUS."

having arrived from SEATTLE via ports on July 1, 1920, consignees are hereby notified that their cargo is being landed at their risk into the Godowns and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. Kowloon, and stored at Consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 11 a.m. on July 6, 1920, by the Company's Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after July 7, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC., Agents, 1st floor, Powell's Building, 12, Des Voeux Road, Central, Hongkong, July 1, 1920.

STRUTHERS AND DIXON, INC.

NOTICE TO CONSIGNEES.

From SAN FRANCISCO.

THE Steamship

"EASTERN TRADER."

having arrived from San Francisco via ports on July 1st, 1920, consignees are hereby notified that their cargo is being landed at their risk into the Godowns and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 11 a.m. on July 6th, 1920, by the Company's Surveyors, Messrs. Carmichael & Clarke.

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Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC., Agents, 1st floor, Powell's Building, 12, Des Voeux Road, Central, Hongkong, July 1, 1920.

NOTICES.

SALE!

LANE, CRAWFORD & CO. are holding a SPECIAL MID-SUMMER

SALE

OF

DAY AND EVENING DRESSES.

FOR 3 DAYS ONLY

FRIDAY, SATURDAY and MONDAY, July 2nd, 3rd and 5th.

— ALSO —

CHILDREN'S FROCKS & DRESSES LANE, CRAWFORD & CO.

COLUMBIA NEW RECORDS RECEIVED.

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| A 1516 | (Cohen on the Phone) | Comic |
| A 2251 | Happy 'Tho Married | Whistling Solo |
| A 2494 | (Simplicity) | |
| | L'ardita Valse | |
| A 2494 | (The Boy & the Bird) | Descriptive Princes Band |
| | In the Valley of Sunshine | Tenor-Solo Henry Burr |
| A 2885 | Peggy | C. Harrison |
| | Say it with Flowers | |

THE ANDERSON MUSIC CO., LTD. 18 DES VOEUX ROAD. TEL. 1333.

ROUND THE ISLAND OF HONGKONG.

BY THE BEST & MOST COMFORTABLE MOTOR CARS

AT THE SPECIAL REDUCTION PRICES—

HUDSON or CHANDLER, 7—passenger Motor Car \$12.00

OAKLAND, 5—passenger Motor Car \$ 8.00

Phone 2499. BREEZY GARAGE,

161, Des Voeux Road, Central, (next to Sincere Co., Ltd.)

PEPSODENT TOOTH PASTE

FRESH STOCK JUST ARRIVED.

COLONIAL DISPENSARY.

14, Queen's Road Central. Telephone No. 1877.

TANSAN

received the highest award

A GOLD MEDAL

from a committee of critical judges at the

Anglo-Japanese Exhibition

which testifies to its excellency and purity.

Beware of bogus imitations. No Tansan is genuine unless the label bears the name of

J. CLIFFORD-WILKINSON.

Unrivalled as a drink. Mixes well with Wines, Spirits of Milk.

Tansan raises the spirits and excites sanguine anticipation, even as a flagon of wine exhilarated the monks of old.

For the good old friend of orders grey Would have waived the flagon of wine away And consoled himself as any man can With bubbling, sparkling, cool Tansan.

Tansan can be obtained at all first-class Hotels, Bars and Clubs in the Far East.

AGENTS—

GANDE, PRICE & CO., LTD. Tel. No. 133.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

SAILINGS—
To Macao—daily at 8 a.m. and 5 p.m. (Sundays at 8 a.m.)
From Macao—daily at 8.30 a.m. and 5 p.m. (Sundays at 8 p.m.)

Police Permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

S.S. "LOWTHER CASTLE"

About end of July.

LLOYD TRIESTINO

FOR SHANGHAI AND YOKOHAMA.

S.S. "PILSNA"

Sailing on or about 19th July.

S.S. "INNSBRUCK"

Sailing on or about 4th August.

FOR BRINDISI, VENICE & TRIESTE

TAKING CARGO ON THROUGH BILLING

TO LEVANT, BLACK SEA & DANUBE PORTS.

Via SINGAPORE, PENANG AND COLOMBO.

S.S. "PILSNA"

Sailing on or about 19th August.

S.S. "INNSBRUCK"

Sailing on or about 16th Sept.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA

FOR JAPAN:

S.S. "BANRI MARU"

Sailing on or about 5th July.

FOR JAVA:

S.S. "SAMARANG MARU"

Sailing on or about 13th July.

OCEAN TRANSPORT Co., Ltd.

(TAITO KAIUN KAISHA)

Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING CARGO ON THROUGH BILLS OF LADING TO SOUTH AFRICAN

PORTS with transshipment at ALCUTTA.

in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINES.

For Freight & Passage on any of the above Lines apply—

DODWELL & CO., LTD., Agents.

IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 518).

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAM.

BURG—Monthly direct service via Singapore and Port Said.

HIMALAYA MARU (Call Marseilles)—Sunday, 11th July.

ALPS MARU—Tuesday, 7th Sept.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and

Cape Town via Singapore.

MEXICO MARU—Sunday, 8th August.

CHICAGO MARU—Tuesday, 14th September.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

BURMA MARU—About Sunday, 18th July.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly

service.

SHISEN MARU—Friday, 2nd July.

SYDNEY & MELBOURNE—Monthly service taking cargo to

New Zealand and Pacific Island.

KOHSOKU MARU—Tuesday, 27th July.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—

Regular fortnightly service touching at immediate ports in

Japan and taking cargo overland points U.S. in connection

with Chicago MILWAUKEE & ST. PAUL RAILWAY.

ARIZONA MARU—Sunday, 11th July.

NEW YORK—Regular monthly service via Japan ports, San Francisco,

Panama and Cuban Ports.

AMAZON MARU—Wednesday, 7th July.

ALTAI MARU—Saturday, 17th July.

JAPAN PORTS—Mojji, Kobe, Yokohama, Yokosuka.

SIAM MARU—Sunday, 11th July.

KEELUNG via SWATOW & AMOY—These steamers have

excellent accommodation for 1st and 2nd class saloon passen-

gers and will arrive at and depart from the O.S.K. wharf

near the Harbour Office.

AMAKUSA MARU—Sunday, 4th July.

TAKAO via SWATOW and AMOY.

KORU MARU—Thursday, 1st July.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

No. 1, Queen's Building.

Tel. No. 744 and 745.

THE CHINA & AUSTRALIA S.S. CO. LTD.

For MELBOURNE & SYDNEY, via MANILA.

SANDAKAN & QUEENSLAND PORTS

"GABO" (Cargo only) to Melbourne via Singapore—July 2nd.

"HWAH FING"—July 15th.

"VICTORIA"—Aug. 4th.

(Calling at Port Darwin).

For Passage and Freight apply to—

THE CHINA & AUSTRALIA S.S. CO., LTD.

115 Cornhill, Road Central.

SHIPPING

C. N. O.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR HONGKONG, CANTON, SHANGHAI, SWATOW, MANILA, CEBU & ILOILO.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent

Saloon accommodation, electric light and fans in Saloon and

State-rooms. Regular schedule service between Canton, Hongkong, Shanghai

(three weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading

to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,

avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 35.



Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"WHEATLAND MONTANA" About July 12th.

"ENDICOTT" About July 16th.

"EIKTON" About Aug. 19th.

For PORTLAND Direct.

(Calling at Shanghai and Kobe).

"ABERCOSS" About July 4th.

"PAWLET" About July 26th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

SERVICE TO UNITED STATES

NEW YORK and/or BOSTON.

Via Panama.

S.S. "KEKETTIGUT" About Middle of July.

For freight space and particulars apply to—
BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE.

TELEPHONE

2477 & 2478.

AGENTS.

5TH FLOOR

HOTEL MANSIONS.

THE ADMIRAL LINE.

Freight Service to Europe.

Regular Service to

ANTWERP & ROTTERDAM.

S.S. "HASSAYAMPA"

Sailing

Middle of July.

For freight, space and particulars apply to—

THE ADMIRAL LINE.

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AGENTS.

5TH FLOOR

HOTEL MANSIONS.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

"TRANS-PACIFIC FREIGHT SERVICE"

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

FOR HONGKONG, CANTON, SHANGHAI, SWATOW, MANILA, CEBU & ILOILO.

S.S. WEST MONTOP July 25. S.S. WEST MONTOP July 28.

S.S. WEST HIKI Aug. 20. S.S. WEST HIKI Aug. 22.

S.S. VINITA Sept. 12. S.S. VINITA Sept. 15.

S.S. WEST HIXON Oct. 7. S.S. WEST HIXON Oct. 10.

Through Bills of Lading to all U.S. and Canadian Overland Points;

no Transshipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

Branch Office—LOS ANGELES, CALIF.

Branch Office—Kobe, SHANGHAI, MANILA, SINGAPORE.

Hongkong Office—Princes' Buildings, Chester Road.

CHAS. E. RICHARDSON,

General Agent for South China.

Telephone No. 1022.

SHIPPING

CP O S

SAILINGS

HONGKONG TO VACUOVER

(via Shanghai, Nagasaki ("Mojji") Kobe & Yokohama)

From Hongkong Vancouver

Empress of Russia July 4 July 19

Empress of Japan July 20 Aug. 10

Empress of Asia July 29 Aug. 18

Monteagle Aug. 18 Sept. 5

Empress of Russia Aug. 26 Sept. 13

Empress of Japan Sept. 14 Oct. 5

Empress of Asia Sept. 23 Oct. 12

Monteagle Oct. 21 Nov. 8

Empress of Japan Nov. 9 Nov. 30

Empress of Asia Nov. 18 Dec. 6

Empress of Russia Dec. 16 Jan. 3

Passengers to Europe are strongly urged to determine the exact

date of the Atlantic sailing desired prior to departure from

the Orient. Traffic conditions on the Atlantic are so congested

as to make it impossible to guarantee a sailing date for all

passengers to Europe, whether or not crossing

the Pacific via C.P.O.S. steamers. Frequent sailings Montreal

to Liverpool, London and Glasgow. Passage orders issued here,

will cover all such reservations.

For Fares and other information please apply to—

HONGKONG OFFICE

Telephone 23. Cable address: GACANPAC.

CANADIAN PACIFIC

OCEAN SERVICES

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons) "NILE" (11,000 tons) "CHINA" (10,200 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" August 19th 1920. "NILE" August 28th 1920. "CHINA" July 22nd 1920.

AN UNBESPEAKED HIGH CLASS

PASSENGER SERVICE

O. H. RITTER, Tel. Passenger Dept. 1834.

Princes' Buildings, Lee House Street. Tel. Freight Dept. & Agent. 2161.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good

Accommodation for First Class Passengers. Electric Light and Fans in State-rooms

and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN

(Occupying 9 to 10 Days)

STEAMSHIP CAPTAIN LEAVING

HAICHING Capt. A. H. Stewart FRIDAY, 2nd July, at 2 p.m.

HAICHONG Capt. J. S. Thomson TUESDAY, 6th July, at 2 p.m.

HAICHONG Capt. W. G. Passmore FRIDAY, 9th July, at 2 p.m.

AMOY.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK & Co.

General Managers.

AMERICAN & ORIENTAL LINE.

FOR HAVANA & NEW YORK

VIA PANAMA CANAL.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,

DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and

CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGING AGENTS

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED.

For SHANGHAI, SINGAPORE, MANILA, CEBU, ILOILO, CANTON, HONGKONG, SWATOW, AMOY, FOCHOW, KATHLAMBA, On 20th July.

Subject to change without notice.

Or to HEIRS & Co. Canton, General Agents.

THE BANK LINE, LTD.

General Agents.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"

SHIPPING

P. & O. BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
AFRICA, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA.

INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED

SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (Approx)	Destination
"DRIVANHA"	3,100	21st July	MASSILLON, London & A'werp.
"DILWARA"	3,400	17th July	Straits Colombo & Bombay.
"LAHORE" (Cargo)	3,800	25th July	MASSILLON, London & A'werp.
"BALYAN"	3,000	10th Aug.	MASSILLON, London & A'werp.

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (Approx)	Destination
"MADRAS"	3,900	4th July	Straits, Rangoon and Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (Approx)	Destination
"ST. ALBANS"	4,800	20th July	Melbourne, via San Francisco, Thursday, 1st Aug.
"EASTERN"	4,000	20th Aug.	Townsville, Brisbane and Sydney.

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (Approx)	Destination
"ST. ALBANS"	4,800	1st July at 6 a.m.	Moji and Kobe.
"LAHORE" (Cargo)	3,800	3rd July	Shanghai and Japan.
"DILWARA"	3,400	8th July	Shanghai only.
"BALYAN"	3,000	12th July	Shanghai and Japan.
"JYPORE" (Cargo)	3,200	14th July	Shanghai and Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Tickets Interchangeable.
1st Saloon Passengers may travel by R.M.S. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cables are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice. Parcels measuring not more than 24 ft. x 24 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.
For Further Information, Passage Fares, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.,
21, Des Voeux Road Central, HONGKONG. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.

Cargo to Overland Points U. S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

TAJIMA MARU (Calling Manila & Keelung) Wed., 20th June, at 11 a.m.

KATORI MARU (Calling Manila & Keelung) Sunday, 4th July, at 11 a.m.

KASHIMA MARU (Calling Manila & Keelung) Monday, 10th Aug., at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

KAMO MARU ... Friday, 9th July, at Noon.

IYO MARU ... Friday, 23rd July, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TSUBASHI MARU ... Saturday, 10th July.

LIVERPOOL & Marseilles via Singapore, Colombo, Suez and Port Said.

TOKIWA MARU ... Friday, 9th July.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

KIKO MARU ... Wednesday, 21st July, at 11 a.m.

AKI MARU ... Wednesday, 18th August, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muremura, San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU ... Saturday, 10th July.

BOMBAY & COLOMBO via Singapore.

YTOHOFU MARU ... Monday, 5th July.

SHINTO MARU ... Middle of July.

CALCUTTA & RANGOON via Singapore & Penang.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Wednesday, 21st July, at 11 a.m.

TAKO MARU ... Saturday, 21st August, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA

ATSUTA MARU ... Wednesday, 30th June.

NAGANO MARU ... Thursday, 1st July.

For further information apply to—

NIPPON YUSEN KAISHA.

S. YASUDA, Manager

Telephone Nos. 295 & 282.

SHIPPING.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

For VICTORIA and VANCOUVER, B.C.

— VIA —

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

S.S. "MATTAWA"

Will sail from HONGKONG on or about 5th JULY.

Through Bills of Lading issued to Canadian and U.S. overland points.

For freight apply to—

P. A. OOK,
Acting General Agent,
C. P. O. S., Ltd.

PRINCE LINE FAR EAST SERVICE.

For NEW YORK.

S.S. "CELTIC PRINCE" via Suez Canal Middle of September.

Steamers proceed via SUEZ CANAL or PANAMA

CANAL at Owners' option.

For freight and further particulars, apply to:

SHEWAN, TOMES & CO.,
Agents.

T. K. K.

TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
"PERSTA MARU"	9,000	July 6th
"KOREA MARU"	27,000	July 14th
"SIBERIA MARU"	20,000	Aug. 10th (from Yama.)
"TENYO MARU"	22,000	Aug. 11th
"SHINTO MARU"	22,000	Sept. 6th

For full information regarding passengers, freight, and sailings, apply to—

King's Building,
Agents at Canton.
Messrs. T. E. GRIFFITHS, LTD.

SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO.
VIA JAPAN, SALINA CRUZ, BALBOA, CALLAO, ARICA & IQUIQUE.
THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
"KAISHO MARU"	17,000	July 20th
"AKI MARU"	18,500	Sept. 9th
"SEITO MARU"	14,000	Nov. 9th

For full information regarding passengers, freight, and sailings, apply to—

King's Building,
Agents at Canton.
Messrs. T. E. GRIFFITHS, LTD.

KAIPING

COAL.
COKE.
FIREBRICKS.

KAILAN MINING ADMINISTRATION
HEAD OFFICE—TIENTSIN.

AGENTS—DODWELL & CO., LTD.
HONGKONG

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two slipways and can accommodate any craft
of 300 feet long.

Town Office: 64, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 428.
Shipyard: Sheung Shui, Kowloon, HONGKONG. Telephone No. 2.
Estimates furnished on application.

Hongkong, April 1, 1918.

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.
FROM EUROPE AND STRAITS.

THE Company's Steamship,
"ATSUTA MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Housekeepers & Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 6th July, 1920, will be subject to rent.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,
Agents.
Hongkong, June 29, 1920.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

THE Steamship
"PERSTA MARU"
From SAN FRANCISCO, via HONOLULU, JAPAN PORTS & MANILA.

The above named Steamer having arrived TUESDAY, June 29th 1920, consignees of cargo are hereby notified to present their Bills of Lading for counter-signature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Thursday, July 6th 1920.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Friday, July 9th 1920, at 10 A.M.

No claims will be recognized after goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

Y. TSUTSUMI,
Manager.
Hongkong, June 30, 1920.

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

S.S. "LAKE FIELDING."

From CALCUTTA, via PENANG and SINGAPORE.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of Cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignee's risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before bills of lading can be counter-signed.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on July 5, at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after June 6th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

PACIFIC MAIL S.S. Co.,
As Operators, U.S. Shipping Board.
J. ORAM SHEPPARD,
Acting Agent.

Hongkong, June 29, 1920.

A. KWAI & CO.

21 & 23 CONNAUGHT ROAD CENTRAL, HONGKONG.

"NAVY CONTRACTORS"

Ship-Chandlers, Coal Merchants,
Sail-Makers, General Storekeepers,
AND
Soap and Soda Manufacturers.

Cable Add. "A.K.W." Tel. No. 1282.

WING KEE & CO.

23, CONNAUGHT ROAD CENTRAL.

COAL MERCHANTS,
SHIP CHANDLERS, COMPRADORS
AND
STEVEDORES.

Cable Add. "Wing Kee" Tel. 144.

SHIPPING



PACIFIC MAIL S.S. CO.
U.S. MAIL LINE.
Operating the New First Class Steamers
"ECUADOR" "VENEZUELA"
& "COLUMBIA"
HONGKONG TO SAN FRANCISCO.
via SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT
The most comfortable route to America and Europe.
Sailings from HONGKONG at NOON.
"COLUMBIA" ... Wednesday, July 14th.
"VENEZUELA" ... Wednesday, Aug. 18th.
"ECUADOR" ... Wednesday, Sept. 8th.
Hongkong Calcutta Service.
"LAKE FIELDING" ... Wednesday, July 7th.
PACIFIC MAIL S.S. CO.,
HOTEL MANSIONS, Cable Address: "SOLING".
Telephone 241.

Under American Flag

WATERHOUSE LINE

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers

For
SEATTLE-TACOMA-VICTORIA-VANCOUVER

via Kobe and Yokohama.

"MAQUAN" 15th July.

"WEST IVAN" 30th July.

further sailings to be announced later.

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THE "CHINA MAIL"

NOTICE.

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication but as evidence of good faith.

All matter for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.

Rate of subscription to "China Mail" is \$26 per annum; per quarter and per month "pro rata".

Orders for extra copies of the "China Mail" should be sent as soon as possible as the supply is limited. Cash 10 cts. Credit 10 cts. per copy.

The "China Mail" is delivered free at subscribers in Hongkong and Kowloon.

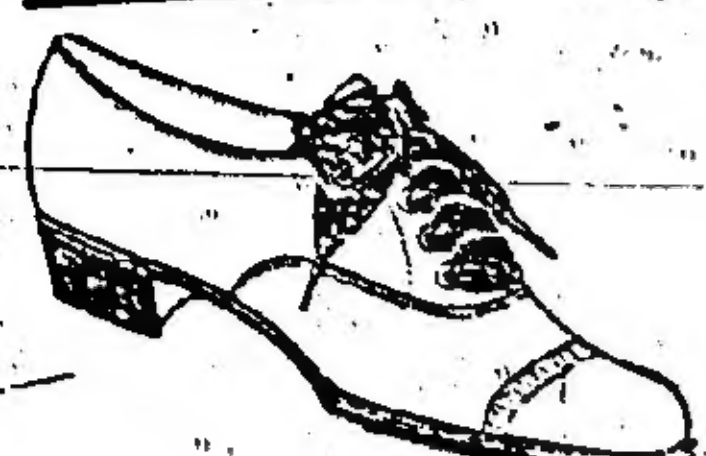
Postage is charged at the rate of 5th cents per month.

Rate of subscription to the "Overland China Mail" is \$12 per annum; postage \$1 per annum extra. Single copy twenty-five cents each.

Alterations and additions to Advertisements on Pages 2, 3, 4, 5, 6 and 9 should be sent to the "Office, No. 5, Wyndham Street, not later than 11.30 a.m."

Advertisements and additions to Advertisements on pages 1, 4, 5 and 7 should be sent not later than 1 p.m.

50/- Tan Shoes for



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RELICS IN CONSTANTINOPLE.

The allied occupation of Constantinople may lead to the uncovering of valuable historic treasures, said to have been lying in the Sultan's palace for centuries, utterly neglected by the Turk and inaccessible to scholarship.

Louis XIV, who ruled in France during the greater part of the seventeenth century, is known to have made gifts to the Sultans from the rich store of antiquities and manuscripts which was at his disposal. Report has it that these kingly presents were never so much as unwrapped by the Ottoman rulers upon whom they were bestowed and have remained to this day undisturbed in some palace rummage room.

Representatives of the Sultanate are known to have gathered many precious documents during the days of Mohammedan power in Europe. Manuscripts of Greek origin are believed to constitute a big element in the store of unused material which was thus accumulated.

If expectations are justified when the opportunity comes to explore the Yildiz archives and attics—or whatever it has that takes the place of attics—many an unanswered question in history may find solution and many a dark page be illuminated.

History is being made at Constantinople, and some of what we have called history may be unmade when the sleuths of scholarship get a chance to study the long-lost papers.

SCHOOL STRIKE COMEDY.

A strike of school-children at Orpington recently led to extraordinary scenes. The pupils objected to the appointment of a new principal which involved the retirement of Mr. Nelson, who has been acting as headmaster pending the new appointment.

The ringing of the school bell was the signal for the appearance of hundreds of boys and girls carrying flags and streamers and armed with tin cans. "We want Mr. Nelson; we will have no teacher but Mr. Nelson!" yelled the strikers, who remained unmoved by the blandishments of the vicar and Mr. Nelson. The demonstration continued throughout the day. A crowd of strikers assembled with cries of "Blackleg!" those assembled outside the school later and greeted with cries of "Blackleg!" were taken into school by stern parents. Police, clergymen, and teachers again intervened, and at length the children were induced to enter school.

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WHITE CANNIBALS.

INTERESTING LIE.

A fight with mysterious white cannibals of giant size along the upper Orinoco River is described by Dr. A. H. Rice, the famous Amazon explorer, who returned to New York recently after exploring the upper reaches of the Amazon and its tributaries. Dr. Rice was accompanied during his trip by his bride, formerly Mrs. G. D. Widener, a Philadelphia railroad heiress. He left her with others in the party at Esmeralda and with Mr. Chester Oder, of the United States Geodetic Survey, and a number of natives set forth in a single canoe to map the Upper Orinoco. They reached a small island called Raicai Gjaharbiar, seven days' journey from Esmeralda, and while they were engaged on their work one of the natives saw a gigantic white savage, stark naked, making his way through the underbrush. The natives were greatly excited and explained that he was one of the "legendary white Indians" whose ferocity had made them a terror to their dark-skinned neighbours for centuries. Several shots were fired in the direction of the strange savage and instantly the jungle seemed alive with his companions. 200 gathered on the bank of the river, which is 90 feet wide opposite the islands. Every one was between six and seven feet tall, they were armed with spears, bows and arrows, and blow pipes. Dr. Rice recognised them as the mountain cannibals who are regarded as the most ferocious in Brazil, Venezuela and Colombia. He vainly attempted to parley with the cannibals, who failed to understand any of the Indian dialects addressed to them.

Dr. Rice believes that the cannibals have in reality been rediscovered by him. He believes they have been seen only once before by a white explorer, when Ensing Robadilla, during explorations on behalf of the Spanish Government, found them in the year 1763.

25,000,000 SHIPPING DEAL.

The Press Association is officially informed by Mr. James H. Elliott, the sole broker for all concerned in the recent sale of the Cork Steam Shipping Co., Ltd., and the Ulster Steam Shipping Co., Ltd., to the Amalgamated Industries, Ltd. (Mr. John Slater, chairman), that the entire share capital is involved in the double deal, and not the management shares as has been stated in certain newspapers, and that the transfer has just taken place accordingly. No official information is available in respect to the total amount of the capital involved, but it is believed to be in the neighbourhood of six million pounds.

"WALLA-WALLA" LAUNCHES

Phone No. 3516.

REVISED MANDARIN BIBLE.

Efforts of Chinese and foreign translators, who have for twenty-five years toiled to interpret the Holy Scriptures into the Chinese language, have been repaid at last by the completion of the arduous task. The "Revised Mandarin Bible," as it will be known, will be offered to a great public, as more than one fourth of the world's inhabitants live in the republic of China, which has approximately four times as many people under its five-barred rainbow flag as live under the Stars and Stripes.

The completion of the "Revised Mandarin Bible" is a milestone in Chinese missionary work. The translating was done by the ablest missionary linguists in collaboration with Chinese scholars, with the result that the translation is considered one of the most perfect literary productions in the "Putung hwa," as they say in China.

Totalling the time consumed by the translation committee it has been figured that several hours were spent on each verse. And there are 31,175 verses in the Bible!

Rev. Chauncey Goodrich, D.D., chairman of the translation committee, now in his eighty-third year, says: "During these years of toil together we have learned what to us has been a wonder and a great gladness—that the Mandarin colloquial is a language worthy to stand alongside the great languages of the world. Unlike the dialects of Southeast China, it is written; and under the hands of a master, both for prose or poetry, is nearly equal to all demands that might be made upon it."

The work of the translation has cost the Bible societies \$132,000, without counting additional amounts paid by missionary societies in salaries to their missionary translators assigned to this work.

The new version will be printed in China and hundreds of orders from all parts of the country are waiting to be filled as soon as the first copies come from the press in February.

DETECTING SMUGGLERS BY AEROPLANES.

The Chinese Government intend to utilise the Handley Page aeroplanes which they have purchased for a number of adventurous undertakings apart from commercial purposes. General Timm, the organiser of the Aeronautical Department of China, recently stated that amongst the uses to which aeroplanes will be put in civil pursuits in China will be the location of bandits in Shantung and other bandit infested provinces; location of salt and customs smugglers; coast patrols; transportation of precious metal and ore from the interior to the ports; exploration and reconnaissance of new routes—railways and highways; the running of mail services, including the carrying of important despatches between officials; transportation of officials on important missions; surveying the country and making maps; and the study of river and harbour problems.

CANADIAN FOREIGN TRADE.

The total trade of Canada with the United Kingdom during the fiscal year ended March 6 amounted to 622,000,000 dollars, trade with France was 72,400,000 dollars; with Greece, 30,000,000 dollars; with Belgium, 29,600,000 dollars. Imports from the United Kingdom during the fiscal year ended March 31 were 2,600,000 dollars more than those from the whole British Empire during the preceding year. Imports from the Empire generally were 50,000,000 dollars in excess of the previous year's total, and imports from France were 2,000,000 dollars in excess of those for 1918-19, while exports of lumber were 35,000,000 dollars greater.

FREAK DANCING.

There is too much freak dancing in the ballroom to-day, a Home paper asserts. Steps are seen that are not proper ballroom steps at all. "There is nothing wrong with the dances themselves," Mr. P. J. S. Richardson, editor of the "Dancing Times," said to a representative of the "Observer," "it is the way certain people dance them that is open to objection. They lift their feet right up; they spin round at a speed which makes them a danger to other dancers; and they make sidesteps which get in the way of those who follow."

"These are all minor evils. But yet, taken together, they make the ballroom rather chaotic. With the view of stamping out these excesses, as you may call them, I am inviting a number of the leading teachers to an informal conference at which M. Maurice, the well-known American dancer, will be present, and give the benefit of his experience."

To illustrate the kind of dancing to which exception is taken, Mr. Richardson produced a long strip of pictures from a London daily paper, headed "London's Latest Dancing Steps." "The positions are horrible," he commented, "the last word being for the man to throw his partner into the air and hold her there for two tars. The illustrations were the result of an interview with somebody who was described as a well-known teacher of ballroom dancing, but of whom I for one had never heard. Articles such as this do harm. People in the suburbs and in the country see them, and they naturally believe that this is the sort of dancing of which London approves."

"The great difficulty we are likely to experience in trying to improve the methods is that some of the best teachers may consider their position so secure that they have no need to bother about other teachers. But if dancing is to be the perfect art it should be they will surely see that they ought all to fall into line."

Dancing to-day is divided into two kinds. There are the sequence dances, such as the Maxina and others, which are danced at popular assemblies, and there are the non-sequence dances, which are danced in the West End. The last sequence dance in smart ballrooms was the Barn Dance. To-day they would not have this or any other sequence dance there at any price. The sequence dancers have members of recognized Associations to teach them, and are therefore better looked after than the non-sequence dancers, who have few well-qualified teachers apart from those who belong to the Imperial Association. It is with the non-sequence class that we are now about to deal. The other we may perhaps take in hand later."

DOGS EAT A CHURCH.

One of the queerest churches ever known was built by a missionary on Blacklead island, in Cumberland sound. Finding that the Eskimos had no place in which they could meet for religious services, the missionary started to build a church of the skins of seals, no wood being available. The skins were sewn together and stretched over "girders" of whalebone, empty provision tins serving as seats.

The cold at one time became so severe that for many days the Eskimos of Blacklead island were unable to procure food for themselves or for their animals. One night dogs made their way to the strange church edifice and began consuming it with the result that when morning came there was not a skin left, the whalebone ribs alone remaining to show that there had ever been a church.

Another missionary in charge of the spiritual welfare of the Eskimo tribe built his church entirely of snow. Seats, pulpit, altar and in fact the whole of the interior equipment was made of snow, and in the matter of warmth no stone-built church could beat it.

SINN FEIN COURT.

"DECISIONS JUST AND WILL BE ENFORCED."

A public court under the aegis of Dail Eireann was held in Ballinrobe on May 17 for the settlement of land questions and agrarian trouble, rampant in that part of the country. The litigants signed agreements to abide by the decisions of the court and not to submit to an "enemy" tribunal any of the matters arbitrated upon.

The chairman of the court, Mr. A. O'Connor, M.P., stated that the Court was constituted by the highest authority in the land, that its decisions were just, and that adequate force would be provided to put them into effect.

One solicitor appeared for the tenants; but two solicitors engaged by graziers withdrew from the court, and their place was filled by a parish priest. Except that the witnesses were not sworn, the procedure was the same, and the law of evidence observed as in British courts.

"SCOTTISH" TWEEDS FROM GERMANY.

During mail week a traveller of Swiss nationality has been calling on clothing manufacturers and woollen merchants in London carrying patterns of tweed cloths. The printing and writing on the tabs provided evidence that the materials came from Germany, but the character of certain of the cloths, and also the price, led to the assumption that they might be genuine Scottish tweeds, originally purchased by a Continental speculator and now offered back to buyers in this country.

The traveller, however, declared that the materials were actually manufactured in Germany. One rather large bunch of patterns bore the legend, "Scottish Cheviots," and they were not bad imitations of sports tweeds from Galashiels. Apparently Scottish tweeds made in Germany were nothing new to this traveller, although they aroused the curiosity of the persons to whom they were offered. The average price for the cloths, quoted in metres instead of yards, was higher than the present quotations of Scottish makers for the genuine product of their looms.

"NOT THE LAST WAR."

FIELD-MARSHAL'S WARNING.

"We have been told that we went into the last war to end war. We did not. We went into it to save our skins," remarked Field-Marshal Sir Henry Wilson at the annual meeting of the Union Jack Club. "We were told," he added, "that after the recent war we should have peace, but we have not got it. There are at the present moment between 20 and 30 wars going on. We were told that the war was to end war, but it was not, did not, and could not. I hope you men, to whatever branches of the Service you belong, will do all you can to keep fit and ready for the time that is coming. Except in August, 1914, our country and our Empire have never wanted you more. We are living in ticklish and dangerous times."

THE REAL MONSOON.

The monsoon broke on the night of June 7 in Bombay, a violent thunder storm sweeping over the city. At Poona enormous damage has been caused, particularly to the race course, where the damage is estimated at two lakhs. The grand stand was practically demolished, only the foundations being left. The new trainers' and jockeys' stand suffered in the same way, and the roofs of all the stables, numbering over a hundred, were carried away by the wind, while all telegraphic and telephonic installations were destroyed and about a furlong inside the track badly cut up. It is hoped, however, that most of the damage will be repaired before racing begins on July 31.

DAIRY FARM NEWS.

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GUESTS AT THE HOTELS.

HONGKONG HOTEL.

June 30.

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 Mrs. W. L. Anderson Mr. O. Lachmond
 Mrs. E. S. Bailey Mr. A. C. Langdon
 Mr. and Mrs. J. R. M. and Mrs. F. B. de
 Bakker and son Lora & 3 children
 Mr. A. Balakrishnan Me and Mrs. C.
 Mr. & Mrs. J. Barr Lauritzen
 Mr. J. R. Barwick Mrs. Leiria
 Mrs. H. H. Bayne Mr. F. Levy
 Mr. Neil Bayne Mr. S. Longfield
 Mrs. E. R. Bellios Mr. A. H. Lundberg
 Mr. A. L. Benham Mr. A. G. Loutis
 Mr. and Mrs. C. H. M. and Mrs. H. B.
 Benson Matson
 Mr. and Mrs. R. W. Dr. G. W. Mackean
 Berdean Dr. O. Marriott
 Mr. & Mrs. S. Bisney Mr. C. W. Mastey
 Mr. M. Blum Mr. S. W. Mastey
 Mrs. G. Bonnell Major McConnell
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 Mr. and Mrs. J. M. Mr. J. J. Michel-
 Brady sen
 Mr. P. Brady Mrs. C. Mills
 Mr. D. Fortes Browne and Mrs. J. T.
 Mr. A. B. Burton Mirandelle
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 Mr. E. W. Kopke Mr. C. J. Williamsen
 Mr. L. W. Korthal Mr. G. G. Wood

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June 30.

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 Mr. & Mrs. Ashton Holmes
 Mr. G. P. Atchew Mr. and Mrs. G. G.
 Mr. R. E. O. Bird Mr. R. W. Lee Jones
 Mr. P. O. Baker Mr. E. H. Kadoorie
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 Blair Mr. Konkolovsky
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 Breakfast Capt. T. B. Lambra
 Mr. C. F. Brider Capt. T. D. Lloyd
 Mr. J. G. Brider Mr. M. H. Logan
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 Mr. H. Cheatham Capt. Monteith
 Mr. and Mrs. T. W. Capt. Monteith
 Church Mr. and Mrs. C. G.
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 Mr. V. R. Dick Mr. R. P. Shaw
 Mr. N. W. Duck Mr. H. Shrubsole
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 Duncan Smith
 Mr. A. W. Eastman Mr. A. Findlay Smith
 Mr. G. Eveleigh Mr. H. Spicer
 Mr. A. V. Farmer Mrs. Miss Stubblings
 Mr. J. Farmer Mr. C. A. Swan
 Mr. C. H. Greer Mr. J. P. Swindall
 Mr. and Mrs. B. A. Mr. and Mrs. S. J.
 Hain Syrett
 Mr. B. C. Hale Mrs. Tobiasen
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 Hon. Mr. E. R. Walgrave
 Major Harding Mr. H. H. Webster
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EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

TURKISH TREATY.

CONSTANTINOPLE, June 25th.
 The Turkish counter-proposal to the Treaty suggests the establishment of a neutral zone in Thrace, an immediate plebiscite in Smyrna, the creation of a corridor to Brusa through international zones, enabling the Sultan to reach his dominions without crossing foreign ground, also the inclusion of a Turkish delegate with equal powers on the Commission of Financial Control.

LONDON, June 25th.
 The news of the Greek advance caused the most profound dismay everywhere in Turkey.
 The Times Constantinople correspondent says that the Greek campaign against the Nationalists forestalled an offensive for which Mustafa Kemal was concentrating troops against the Greeks.

THE IRISH UPHEAVAL.

LONDON, June 25th.
 Replying to a deputation headed by Sir Edward Carson regarding the likelihood of trouble in Belfast, Mr. Lloyd George stated that a battalion had just arrived at Belfast, and another was going immediately, and a third was ordered to leave.

SPIES SHOT IN PARIS.

NUNS LEAD GIRL TO THE DEATH POST.

Three men and a woman suffered death at the hands of the military authorities in France on May 15. They were Toque, Moses Lemoine, Herbert and Alice Aubert, all of whom have been active agents for the Germans in the occupied regions of the North. A notorious organ of German propaganda, the *Gazette des Ardennes*, was produced under the auspices of Toque, a man of considerable intelligence and journalistic ability, who at one period was in the French Colonial service. Owing to this organisation many Frenchmen were betrayed into the hands of the Germans and shot.

A COOL VILLAIN.
 Toque and Lemoine received the announcement of their impending doom quite calmly. When awakened from a sound sleep and told they had to die they seemed to receive the news with stoic calm. "Better death than a continuance of this prison life," remarked Toque. Aubert, who had been a soldier, was confined in a military prison. When told his last hour had come, he babbled incoherently and was understood to say that he was pleased that the end was near. Imprisonment had told upon his mind. He laughed in a wild and delirious way, and the doctors were puzzled as to whether he was insane or feigning madness.

There was a terribly poignant scene of despair in the cell of the woman spy, Alice Aubert, when she learned that her last hour had come. She broke down completely, and flinging herself on the floor at the feet of the officials she pleaded for mercy. Finding her jailers could not be moved, she asked for permission to see the prison chaplain and to receive religious consolation. This was granted. Two nuns from the prison accompanied the doomed woman to the firing post at Vincennes. She was the last of the four to arrive.

TESTING IN FACE OF DEATH.
 Toque was the most self-possessed of the four. Before leaving prison he had written to the Minister of Justice declaring his innocence. At the execution ground, while awaiting the arrival of the woman, he descended from the automobile, walked about, smoked a cigarette, and, by way of being humorous, complained about the reputed unpunctuality of all women, one of whom, he said, was keeping three men waiting to die. Alice Aubert arrived at last. With her bobbed hair flying in the breeze, and holding a crucifix before her, she was led to the execution post escorted by the two nuns who had come with her from the prison.

Toque at the last moment cried out that he was innocent. This probably unnerved the soldiers, and upsur their aim, for the volley failed to kill him outright. A sergeant rushed up and sought to finish the wretched man by shooting him in the head with his revolver, but, to the horror of the spectators, Toque still lived and his groans were heart-rending. A second sergeant rushed up, and, putting the muzzle of his revolver close to Toque's ear, blew out his brains and put an end to his life and sufferings. A doctor examined the bodies and certified all four were dead. Toque's companions had all died instantaneously.

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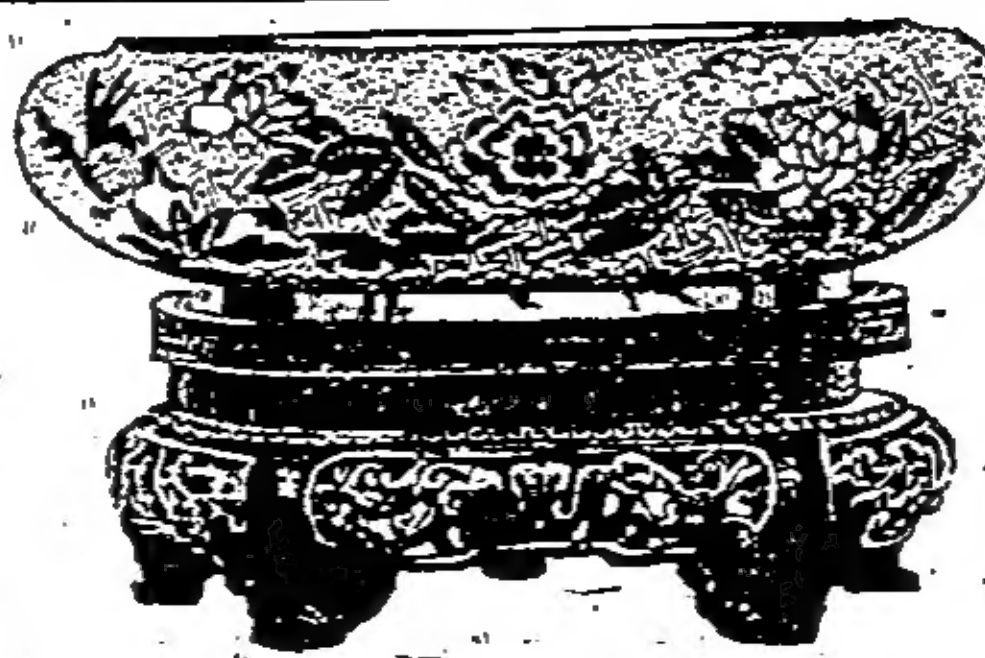
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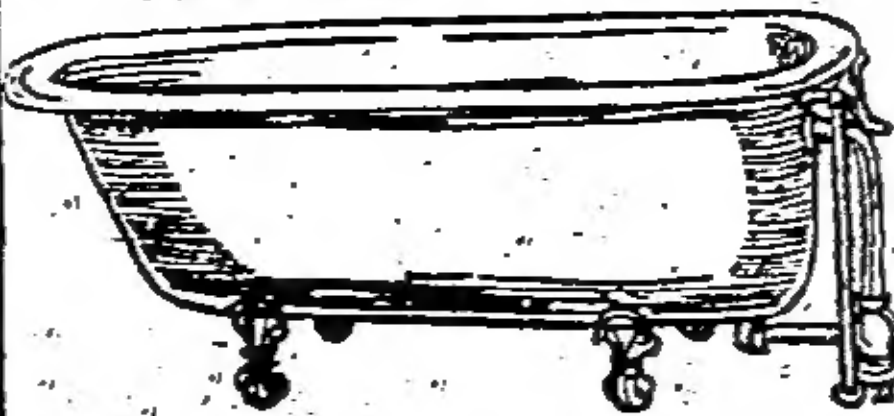


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INWARD MAIL.

THURSDAY, July 1.
 Straits and Calcutta—Per NAGANO
 MARU.

FRIDAY, July 2.
 Shanghai—Per ICHANG.
 Europe (via Negapatam)—Per GLEN-
 GYLE.

MONDAY, July 4.
 Japan—Per YETOROFU MARU.
 Straits—Per LAHORE.
 Straits—Per DILWARA.

TUESDAY, July 5.
 Straits—Per ANITA MARU.

OUTWARD MAIL.

FRIDAY, July 2.
 Swatow, Amoy and Foochow—Per HAI-
 CHING, 1 p.m.
 Philippine Islands—Per YUENSANG,
 3 p.m.

Sandakan, Australia and New Zealand
 via THURSDAY ISLAND—Per
 GABO, Registration 5 p.m.
 Letters 3 p.m.

SATURDAY, July 3.
 Shanghai and North China—Per YING-
 CHOW, 3 p.m.

SUNDAY, July 4.
 Shanghai, North China, Japan via
 Nagasaki and YANCOUVER—
 Per MATIWA, 9 a.m.

Shanghai, North China, Japan via
 Nagasaki, Canada, United
 States, Central and South
 America and EUROPE via
 VANCOUVER, B.C.—Per EM-
 PRESS OF RUSSIA, Registration
 9 a.m. Letters 9 a.m.

Swatow, Amoy and Foochow via Ee-
 lung—Per ANAKUSA MARU,
 9 a.m.

Philippine Islands, Shanghai, North
 China, Japan via Nagas-
 aki, Canada, United States,
 Central and South America
 and EUROPE via VICTORIA,
 B.C.—Per KATORI MARU, Reg-
 istration 9 a.m. Letters 9 a.m.

MONDAY, July 5.
 Shanghai and North China—Per
 DILWARA, 11 a.m.

Japan via Nagasaki, Honolulu, Canada,
 United States, Central and
 South America and EUROPE
 via SAN FRANCISCO—Per
 PERSIA MARU, Registration
 5 p.m. Tuesday, 6th Letters
 9 a.m.

TUESDAY, July 6.
 Swatow and Bangkok—Per LINAN,
 10 a.m.

Swatow, Amoy and Foochow—Per EAL-
 LOOG, 1 p.m.

THURSDAY, July 8.
 Shanghai and North China—Per SIN-
 RIANG, 11 a.m.

Philippine Islands—Per TAMING,
 2 p.m.

FRIDAY, July 9.
 Swatow, Amoy and Foochow—Per
 HAIHONG, 1 p.m.

THURSDAY, July 15.
 Philippine Islands, Japan via Kobe
 and Seattle—Per MAQUAN,
 11 a.m.

*Correspondence bearing vessel's name
 only.

PASSENGERS FROM AUSTRALIA.

The s.s. "St Albans," P. and O. Aus-
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 zu, Mr. N. L. Hawkins, Mr. N. Castro,
 Mr. H. Arnam, Mr. Arthur C. Ingham,
 Mr. Charles J. Creswell, Mr. J. J. Jones,
 Mr. J. Manariz, Mr. B. G. Cox, Mrs. B. G.
 Cox, Mr. W. S. Cox, Mr. K. A. Williams,
 Mr. W. O. Alexander, Mr. F. A. Williams,
 Mr. J. H. Collins, Mr. T. C. Cooley,
 Mr. Timothy J. Corey, Mr. Robert D. Cullum,
 Mr. S. D. Corey, Mr. Geo. Eberle, Mr. J.
 Gamis, Mr. Wm. Lee Graham, Mr. Wm.
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